



THE HIGHWAY



VOLUME 3 — NO. 9

TRENTON, NEW JERSEY

APRIL, 1945

Policastro Cited And Commissioned For Gallantry

Awarded Silver Star for Action Against Enemy — Had Previously Won Bronze Star

Staff Sgt. Joseph J. Policastro, of Metuchen, formerly employed in the landscape maintenance crew under Foreman James Horn, has received the Silver Star for gallantry in action and also received a battlefield promotion to the rank



2nd Lt. POLICASTRO

of 2nd Lt. The new officer pinned on his gold bars at a battle site in Belgium during February. Lt. Policastro's earlier exploit last November for saving his platoon from destruction by American machine gun fire was reported in our December, 1944, issue. For this deed he was then awarded the Bronze Star Medal. Details of his latest action are not available, but if past performances are of any standard, the tale should be 100 of high valor.

Lt. Policastro entered the service in April, 1941, and has been overseas with the 3rd Army for the past year.

Equipment Group Fêtes Officers Following Election

Large Gathering Enjoys Dinner and Social Evening

The Equipment Division Social and Welfare Association held a chicken dinner on the evening of April 4th at the Locust Cafe in Trenton. The affair was held in honor of the newly elected officers of the association and was attended by approximately 100 members.

The officers for the coming year are:

Ambrose McLaughlin, President; Clarence Becker, Vice President; Stephen Barnocky, Recording Secretary; Albert Getz, Recording Secretary; William McClure, Treasurer, and Henry Brackel, Sgt. at Arms.

Following the dinner, entertainment was furnished by members of the Equipment Division and a good deal of talent was enjoyed. Charles Philhower whistled several numbers and this was followed by a selection by John Rochford, tenor. Instrumental music was supplied by Adolph DeRemigis on the accordian and Charles Brennan on piano. The most hilarious act of the evening was a streamlined version of McNamara's Band with Gus Dietrich on trombone, John Rochford on drums and George Colton playing cymbals. They accompanied their own singing of this famous tune in a manner that brought the house down. The curfew brought the festivities to an abrupt halt at 12 P.M.

Spring Dinner of The Ten Year Club Attended by 175

Buffet Supper and Entertainment Enjoyed by Large Turnout

The Spring Dinner of the Ten Year Club was held on April 17th at the Enterprise Fire Company on Klockner Road near Trenton. Despite travel conditions, 175 members were present when President Bob Martin called the meeting to order.

In keeping with the times, no pretentious meal was served, but in its place the members present enjoyed a buffet supper consisting of cold cuts, salads and baked beans. Of course this was accompanied by the usual liquid refreshments.

The business portion of the meeting followed an address of welcome by President Martin and this was devoted largely to a discussion of the advisability of holding an outing. It was decided that this custom would be adhered to if at all possible, a decision that met with the approval of those present.

Following the business portion of the meeting, the group enjoyed a series of motion pictures dealing with a variety of subjects. Among the films shown were pictures of horse racing, motorboat racing, aviation and episodes in the present war.

The affair was handled by a committee consisting of Gene Beckner, 1st vice-president, Bill Kirk, Tony Kuhn, Earl Storer, Ed McCandell, George Cubberly, John Patrick, Bob Simon, John Madden, Joe Hunt and Roy Vogts. The job they did in handling the arrangements left little to be desired.

A vote of thanks should certainly be forthcoming to the ladies of the Enterprise Fire Company Auxiliary who prepared and served the supper in a thoroughly professional manner.

GEORGE W. WRIGHT

George Gordon Wright, 53, of North Brunswick Township, Middlesex County, formerly employed in the maintenance crew of Foreman Joseph Smith, died Sunday, March 25th, after a lengthy illness. Mr. Wright had been a valued employee of the Maintenance Division since December, 1936. He is survived by two daughters, Misses Ellen Margaret Wright and Dorothy Elizabeth Wright, to whom we extend every sympathy.

AS THE PARKWAY BILL BECAME LAW



A distinguished assemblage looked on as Governor Edge placed his signature to New Jersey's new Parkway Bill. Seated beside the Governor are (left) Mrs. Lewis M. Hull, President of the Garden Club of New Jersey, and Mrs. Morris B. Brisco, Acting Government Operations Chairman of the New Jersey League of Women's Voters. Standing, from left to right, are: Robert Green, Carl P. Witte, C. F. Bedwell, Lee Grover, Ed. W. Kilpatrick, Alvin A. Burger, W. R. Tracy, H. W. Voorhees, Wm. T. Ludlum, Assemblyman Joseph Solimine who sponsored the bill, Mrs. Vance R. Hood, Wm. J. Gaffney, Mrs. Arthur J. Sullivan, A. Paul King, Mrs. W. J. Walter, Mrs. Herman J. Cook, Highway Commissioner Spencer Miller, Jr.

Franklin Delano Roosevelt

The passing of our great and gallant leader upon the threshold of the final liberation of the world from inhuman tyranny and the creation of a world security organization will bring inexpressible sorrow to the freedom loving peoples of earth. Yet the cause of liberation and democracy which he led so brilliantly and with such selfless devotion will not fail because he has inspired us to make it the common cause of humanity.

Franklin Delano Roosevelt was among the first of our national leaders to recognize that this was our war because this is our world; he was also prompt to perceive that the creation of a world security organization was our bounden duty because we are members one of another—"members of the human community." His greatness of heart and vision we can now begin to estimate in the perspective of history. Of one thing we can be sure, he belongs to the ages.

Spencer Miller, Jr.
State Highway Commissioner

April 8, 1945

Dear Commissioner Miller:

It is with great pleasure that I present to you, on behalf of the State Highway Department and the many civic and Women's organizations, the two pens with which I signed Assembly Bill No. 59 today, preparing the way for freeways and parkways in New Jersey.

It seems to me this legislation is an important milestone in our highway development, and I want to congratulate Assemblyman Solimine, sponsor of the bill, yourself, and the many organizations and private citizens whose interest and cooperation supported this measure as part of my administration program.

Sincerely yours,

(s) Walter E. Edge
Governor

New Parkway Bill Hailed as Boon to Post-War Motoring

Playgrounds and Recreational Areas to be Linked By Scenic Roadways

Trenton, April 4.—New Jersey's Parkway Bill was designated "a milestone in the State's history" by Governor Walter E. Edge, yesterday as he signed the new roadway statute A-59, by Assemblyman Joseph Solimine of Essex County.

A large gathering of officials and civic organization representatives, who have long advocated the law, witnessed the formal enactment ceremony.

"I thank you all for your civic interest and command the committees that worked so earnestly to achieve this progressive step," Governor Edge said.

"It is a milestone in the history of New Jersey that we have finally passed a Bill that authorizes parkways. Why there was some opposition is difficult to understand until you analyze motives but even the most selfish opposition can be downed."

Two pens were used by the Executive and one was given to Mrs. Lewis M. Hull of Boonton, President of the Garden Club of New Jersey, and the other to Mrs. Morris B. Brisco, of Summit, Acting Government Operations Chairman of the New Jersey League of Women's Voters.

Model Legislation

State Highway Commissioner Spencer Miller, Jr., expressed his gratification and enthusiastically remarked: "New Jersey has now obtained legislation that in many ways would be a model for the rest of the Nation."

"The 1945 Legislature," he continued, "will be remembered among other things for its notable contribution to highway development in New Jersey through the passage of the Bill for parkways and freeways. This new law will enable New Jersey to begin in the postwar era a parkway development to link our playgrounds and recreational areas together by parkways which will insure not

(Continued on Page 2)

New Step-up Plan For Hourly Men Effective July 1

Rate Increase With Length Of Service Approved by Civil Service Commission

The report to the Legislative Commission appointed to study the personnel employed by the various State Departments, Boards, Commissions and Agencies recommended a study of the wages paid to employees on an hourly basis in the State Highway Department. In accordance with suggestions of this report, one adjustment was made in June of last year and the matter has since been under investigation and discussion for a considerable period of time.

Effective July 1, 1945 a new Step-Up plan of compensation for hourly employees will be inaugurated. The plan originated within the Department something over two years ago. It has now been approved by Dr. William S. Carpenter, President of the Civil Service Commission. The plan provides for increases in the payment of basic hourly wages at the expiration of twelve, twenty-four and thirty-six months of continuous service. Under this new plan no employee will receive less than he received. All hourly employees who were employed prior to March 16, 1944 will be assigned the maximum rate. When the new plan is in effect every employee employed between March 16, 1944 and June 30, 1944 will receive an increase of Two Cents per hour and further increases at the end of twenty-four and thirty-six months of service, (Continued on Page 2)

THE HIGHWAY

*Published by the New Jersey State Highway Dept.
In the Interests of Its Employees*

W. CARMAN DAVIS, Editor

Contributing Editors:
Fred C. Claus Mabel Beans Arthur Egan
Elmer L. Meyer Arthur J. Lichtenberg James O'Rourke
Norman Schaller W. Eugene Beckner Claire Laczon
John Kilpatrick Edward Drake John Christiano

Publication Office: 148 West State Street, Trenton, N. J.
Telephone: Trenton 2-2131—Extension 573

20

Let Us All Have a Share in Victory

The Seventh War Loan Drive which will begin on May 14th will be in many ways the most important to which we have been asked to subscribe. This is because it will furnish the funds necessary to back our Army and Navy in their final assault upon a groggy, reeling enemy. It will be the home-front's contribution to the K. O. blow that is already on its way.

To be in on this kill, nearly every man and woman in America would donate funds gladly were it incumbent upon them to do so. Instead of that, however, we are being asked only to invest our capital, whatever the amount we can afford, in a guilt-edged security. For every \$7.50 we lend the government, \$10.00 will be returned — a pretty nice profit in anybody's book.

Another thing worth remembering is that any additional Bonds you may purchase through the payroll deduction plan between April 9th and July 7th will be credited to the 7th War Loan Drive. This means you have almost three months in which to help your government and yourself. Let each of us have a share in the glorious victory that draws closer each day. BUY BONDS!—and then BUY MORE BONDS!

Parkway Bill

(Continued from Page 1)

only travel that is safe and efficient but scenically attractive.

"The enactment of the law brings to a successful conclusion more than ten years' struggle by individuals and associations interested not only in good roads but in good government.

"The difference between a 'parkway' and a 'freeway,' Commissioner Miller explained, "is chiefly one of function. The 'parkway' is reserved for passenger cars travelling to recreational or other areas, but the 'freeway' is open to all types of vehicles."

"The Legislature will pass upon the type of construction when plans are submitted by the highway commissioner and will vote upon the appropriations.

Parkways and Freeways

In general, the new law gives the Highway Department five broad principles which Commissioner Miller summarizes as follows:

"1. Authorization in the construction of parkways for occasional parking areas, treatment of borders and landscape areas and recreational and other necessary non-commercial facilities.

"2. Authorization in the building of freeways to acquire an average 300-foot right-of-way except where more is needed for grade separations and connecting roadways.

"3. 'Controlled access' in accordance with the best prevailing practice of the U. S. Public Roads Administration to lessen the dangers of accidents by cars entering or leaving the route every few feet.

"4. Authorizes the highway commissioner to restrict parkways to passenger vehicles but if a whole highway is taken over for this purpose the approval of the Public Utility Commission will be necessary to divert bus lines that have franchise rights.

"5. Prohibits the authorization or conduct of commercial enterprises or activities either by the State Highway Commissioner or any other agency of the State within or on the property acquired for or designated as a freeway or parkway, as defined in the act."

With these five important operative principles the State Highway should be able to proceed in planning for the parkways of tomorrow. The final designation of recommended routes as parkways and the appropriation of funds with which to construct them will be the responsibility of the Legislature. The new parkway law is the latest and, in the judgment of qualified experts, one of the best parkway laws in the nation. It may indeed serve as a model for other states to follow.

SON DIES ON IWO



CPL. THOMAS YANNOTTA

Cpl. Thomas Yannotta, son of Mr. and Mrs. Joseph Yannotta, of 350 Hillcrest Avenue, Plainfield, has been reported killed in action on February 27th on Iwo Jima according to a War Department telegram received by his parents on March 19th. Cpl. Yannotta's father is a member of Foreman Augie Newman's maintenance crew in the Plainfield area.

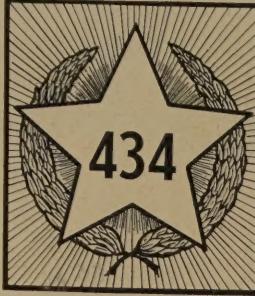
Cpl. Yannotta was graduated from Plainfield High School in 1940 and prior to his enlistment in the U. S. Marine Corps in August, 1942, was employed at the Condenser Corp. of America in South Plainfield. He received his boot training at Paris Island, So. Carolina, and additional training at New River, North Carolina, and Camp Pendleton, Cal., from where he was shipped overseas to New Zealand. Cpl. Yannotta landed in New Zealand in February, 1943, and later participated in the battles of Bougainville and Guam. He was also in Guadalcanal and in the Marianas.

A letter dated February 19th was received by his parents in which Cpl. Yannotta stated he was on the high seas again and going into battle, which was to be his last campaign. On behalf of Highway employees everywhere, THE HIGHWAY extends to Mr. and Mrs. Yannotta sincerest sympathies.

The term of service under this plan is figured as follows: When an hourly employee reaches the end of a year's service during the first half of a semi-monthly pay period the effective date of his increased rate will be the first day of the current semi-monthly pay period. When the year ends during the second half of the current semi-monthly pay period, the effective date of the increased rate will be the first day of the next semi-monthly pay period. This rule is adopted in order that changes of rate will be made only at the beginning of a pay period.

Effective as of June 30, 1945 there will be no further bonus pay-

Highway Honor Roll



Maintenance
Misterewicz, Joseph Army

News from Our Men In the Service

Ernest VanSchoick, formerly a foreman in the Landscape Division, is now in France. In a recent letter he writes: "This finds me in France and my A.P.O. is now 667. They have been changing it so fast lately it's hard to keep up with. Since being here I have already received two issues of The Highway, it keeps right up with me wherever I go. I have never missed receiving an issue yet and always look forward to receiving it."

"There is not much we can say of what we are doing or where we are located in France. It sure is a hundred per cent better here than the previous command. At least we can look forward to spring and summer and not dread being burnt up."

"Give my regards to all and hope to be back soon."

VanSchoick's address is:
T/5 Ernest VanSchoick
Co., B, 334 Engrs.
Regt. (SS) A.P.O. 667
c/o Postmaster, N. Y.

Submits Suggestion

Henry K. Johnson, of the Electrical Division and now a member of the Sea Bees, writes from the Southwest Pacific to say that he is sending in a suggestion to the Suggestion Box. This will make the second suggestion received from that area which is some 10,000 miles from home, and should be considered the epitome of cooperation.

Henry reports receiving THE HIGHWAY regularly and says, "It sure is a wonderful idea of the Highway Department to send the paper to the men in the service. There aren't words enough to say how it makes one feel to be able to keep up with the news. Reading material is very short out here."

On his way to the Southwest Pacific, Johnson stopped off at Pearl Harbor and Eniwetok. He describes the latter place as very similar to the plains of South Jersey, but says that only made him wish that he were back home again.

Wage Schedule

(Continued from Page 1)

The rates of pay for common labor under the plan will be as follows:

Basic Rate	\$0.66
At End of 12 Months of Service	\$0.68
At End of 24 Months of Service	\$0.70
At End of 36 Months of Service	\$0.72

The rates of pay for the existing semi-skilled and skilled classifications will be subject to the same \$0.02 step-up under the above conditions.

The term of service under this plan is figured as follows: When an hourly employee reaches the end of a year's service during the first half of a semi-monthly pay period the effective date of his increased rate will be the first day of the current semi-monthly pay period. When the year ends during the second half of the current semi-monthly pay period, the effective date of the increased rate will be the first day of the next semi-monthly pay period. This rule is adopted in order that changes of rate will be made only at the beginning of a pay period.

Effective as of June 30, 1945 there will be no further bonus pay-

ELECTRICAL FLASHES

Joe Hunt

The first item this month is an expression of thanks to Joseph R. Hunt for his efforts in writing the March issue of this column.

The Electrical Division office force is mourning the loss of their file clerk, Dolores N. Sicca, who resigned to accept a position with the Bureau of Economic Development. A farewell luncheon on March 29th at Paul's was attended by the guest of honor and all of the office force, namely Lorraine Bannerman, Dorothy Jakubisin, Grace Moore, Chester Anderson, Reg Bowen, James L. Hays, Don Henderson, Joseph R. Hunt, Charles Stecker and John Kilpatrick.

Louis Unverzagt is back to work, keeping the traffic signals in the southern part of the state working properly, after a prolonged illness.

Herman Innocenzi has received a letter from former employee, Whitney Norton, who is in a hospital in North Carolina recovering from battle wounds.

Edgar Waters and his wife spent several days in New York City celebrating their wedding anniversary.

Henry Johnson, with the Navy in the Pacific, reports that the islands and Pearl Harbor were interesting, but he'd rather be home. He also likes receiving The Highway, as it keeps the men overseas informed of the news at home. His address is: Henry K. Johnson, C.E.M., U.S.S.A.R.D. 24, c/o F.P.C., San Francisco, Calif.

A letter from Is Friedman, also chasing the Jap navy, expresses appreciation for the news received via The Highway. He doesn't seem to think much of Jap War Bonds either. His address is I. J. Friedman, F.C. 3/c, U.S.S. Markab A D 21, c/o F.P.C., San Francisco, Calif.

Birthday greetings for April to the following: Ethel Lorraine Bannerman—she comes of age; Thomas Borden, Henry Carment, Horace Evans, John Fichtl, Frank Grasing, James L. Hays, Walter Holtgren, Obie Hurley, Stanley Lukasiewicz, John Majernick, Vaughn McClure, Michael Mondick, Marvin Palter, Herman Schleiter, Walter Schutz, and John Snyder (now with the U. S. Army).

BRIDGE BRIEFS

Arthur Lichtenberg

It is with deep regret that we report the death of Mrs. Gladys R. Evans, wife of John F. Evans, Jr., our fellow employee for over twenty years. Mrs. Evans died on April 12th at the St. Francis Hospital, Trenton, following a lengthy illness. Burial services took place at her former home in Waterbury, Conn.

Mrs. Evans is survived by her husband; a son, Robert B.; and a sister, Mrs. Judy Ball; to whom we extend every sympathy.

Marjorie H. Petersen and Ensign John C. Brown were married by Dr. Lourie at the Trinity Episcopal Church in Princeton on April 9th. A reception followed the wedding at the Nassau Tavern after which the bride and groom left for Pensacola Naval Training Station where Ensign Brown will await a new assignment. Marjorie is the daughter of Mr. and Mrs. L. C. Petersen. Mr. and Mrs. R. B. Titsworth and Mr. and Mrs. P. H. Burch attended the wedding.

William C. Clow is now rated Associated Aerautical Engineer—Experimental and Flight Test Center, U. S. Navy at Lakehurst. He is engaged in the design of lighter than air craft.

A. Paul Gabrenas, bridge designer on leave with the Army Service Forces, was temporarily transferred from Cincinnati to the New York offices until late in March. Morris Goodkind has been observed at the Yardley Country Club meetings to State employees. The new schedule of rates will provide a permanent rate of pay greater than the old basic pay plus the bonus. Overtime payments will be based on the new rates as set up in the schedule. The adoption of this new Step-Up plan provides a higher rate of compensation and an incentive for continuity of employment.

lately steadily improving his game to the point of becoming a definite threat to the other golfers in the Department . . . Four thousand onion plants graced the drafting room on Easter Monday and strained tear ducts until Chester Smith diligently apportioned the plants among the victory garden enthusiasts . . . Harry Lefferson is revealing hidden talents in preparation for a singing part in a Minstrel to be held in May by the Lawrence Road Presbyterian Church . . . Conversational fragment.

Detailer—"and I stood in that line for over an hour." Junior Designer: "What for?" Detailer: "I don't know, when I got inside they were all out of it." . . . Albert E. Lee successfully underwent a second operation on March 7th and is looking forward to his return to work . . . Judging from the questions Wilbur Spencer is asking, it won't be long before he does a bit of digging on the golf course . . . It has been observed that "It isn't the ice that makes people slip—it's what they mix with it." . . . Jack Koffler returned to Newark after a five weeks sojourn at a Miami Beach hotel . . . Frank S. Wilson in for an office visit in buoyant spirits and looking every inch the country gentleman . . . Charles Fox has been feeling out George Hefferman on a "stroke a hole" basis, and it begins to look like a game . . . Fred Dileo and that brief case parted company on March 16th . . . Bob Simon did the impossible over the April 1st week-end, hitting the high spots of Trenton, New York and Atlantic City in jg time . . . H. R. Gabriel and J. J. Krieg continue their assignments on the Route S-3 Berry's Creek job and the Route S-3 overpass . . . "How hard do I have to hit it to knock it into the water?" asked the nervous wife of the Mayor at her first ship launching . . . M. L. Vail has completed his boring contract assignment on Routes 4, S4B, 6 and 23 . . .

Construction Comments

Fred C. Claus

UPPER MONTCLAIR

David Pettigrew

The members of this office were given a most interesting talk on the care, use and improvements on transits and levels by Mr. C. C. Covert of the Gurley Instrument Company on March 5th. The lecture was illustrated by 35 mm slides and proved to be not only entertaining but most informative. We are informed that anyone desiring a copy of the 1945 edition of the Gurley Solar Ephemeris can obtain some by writing to the W. & L. E. Gurley Co., Troy, N. Y. It is free for the asking.

Norman Sandwald has joined the ever-growing ranks of Highway grandfathers. Norm's chin sticks out just a mite farther and his chest heaves just a little higher since the event. Some of our younger members are asking why.

Dudley Demerest, who left the Upper Montclair office to do his part for Uncle Sam, is now a sergeant. Dud displayed the stripes when visiting the office on March 27th, at which time he told many interesting incidents of army life.

NEWARK

Ralph Perry

Here are a few notes about Newark men now in the service: **Fred Marinaro** reports seeing a lot of the U.S.A., having already been stationed in Texas, California, Georgia, and now in Kentucky at Hq. Co. ARTC, Fort Knox . . . **Sgt. Henry G. Meyer** is now surveying roads in the Philippines. His address is: Hq. Co. Shore Batt. 542 E. B. & S. R., APO 72, c/o P. O. San Francisco, Calif. . . . **Lt. C. M. Stenson**, somewhere in China, should be addressed: Hq. Y-Force, A.P.O. 488 c/o Postmaster, New York.

Deepest sympathies are extended to **Carl Burton** on the death of his wife, who died following a lingering illness.

Corporal J. P. Adrosko sends his address as: B Sqdn. 462 AAFCB (SAT) Camp Pinedale, Fresno, Calif.

The family of Pvt. Eugene Desimone has been notified of his death in the invasion of Leyte. He was a member of the 11th Airborne Division and was killed while trying to rescue a comrade. Pvt. Desimone was a brother of **Alexander Desimone** of this office, to whom our sympathies are extended.

PLEASANTVILLE

Leland Buzby

Sgt. J. Arthur Best, 48th Fighter Sqdn., stationed at Thomasville, Ga., was on furlough recently, and stopped in to say hello to the boys. Mrs. Best, Lieutenant (j.g.) in the Waves, is stationed at Pensacola, Fla.

Letters have been received recently from **Karl T. Collins** and **Wm. Walmsley**. Karl, who is a Carpenter's Mate 1/c in the Sea Bees, has been recently transferred from New Guinea to a new station in the Philippines. He says in part:

"The natives here are mostly well educated, and speak good English (better than I do). The girls are quite pretty and friendly too."

Bill, who is a Chief Carpenter's Mate in the Sea Bees, is at a forward station somewhere in the Pacific theatre. He writes: "I am up where they cut your hair short, even down below your chin, but personally I never liked that kind of hair-cut."

Cards were received from **Lieutenant (j.g.) R. A. Falciani** from Ann Arbor, Mich.

Ed. R. Baud has recently sold his property in Hammondon, and is now engaged in house-hunting in the Pleasantville area.

"Jimmie" Corson, son of **Edgar V. Corson**, has just been inducted into the Army. He was recently transferred from Fort Dix to a destination as yet unknown.

SUBSCRIBE TO THE

7th War Loan

BUY BONDS!



The above group of men form the maintenance crew of Foreman A. B. (Lew) Whelan who operate along Route 29A, Route 29 from Lambertville to the South Branch of the Raritan River, and along Route 12 from Frenchtown to Flemington.

Reading from left to right in the front row are: Whelan, Harold Whitehead, Mike Mullen, John Elliott, Raymond Brink, Orville Hann, and Charles Price. In the rear row (from the left) are: Lawrence Angevine, Assistant Foreman, Abe O'Hare, James Higgins, Andrew Gilbert, Nick Fresco, Gus Hallenberg, and Earl Kise.

Like other groups throughout the Highway Department, these men have their allotment of sons in the service of their country. Foreman Whelan has two sons in the Marines and both are in the South Pacific, while Mullen and Angevine each have a son in the service. Abe O'Hare is entitled to hang not only a Blue Star in his window but a Gold one as well. He has the sympathies of Highwaymen everywhere. Whitehead is a happy man these days due to the fact that a daughter, long ill with rheumatic fever, is now on the road to recovery, and also because he had a miraculous escape in an accident when run down by a truck while at work. Others injured at that time included Kise and O'Hare, the former sustaining fractures of the skull and clavicle, while the latter received a broken rib and other injuries. Both have now returned to work.

Mullen is the oldest man in the gang, in fact he may well be the oldest man in the Highway Department, for he will be eighty on his next birthday. He is still a pretty chipper "young" fellow — all 4'11" of him. They say that love makes the world go round, and as if to prove the old adage, Brink joined the ranks of bachelors recently. (Congratulations.)

Elliott, Hann and Gilbert are the gardeners of this outfit and they still jokingly talk of the time when Gilbert's chickens used to feed in Elliott's garden. But they'll let you know it wasn't always considered to be a laughing matter.

It would be an unusual group that didn't have its fishermen and this crew is definitely no exception. Charles Price, for example, can hardly wait for the opening of the trout season, while Asst. Foreman Angevine just launched a new 26-foot cruiser at Tuckerton in anticipation of the hauls he will make in the bay and ocean during the coming year.

Gus Hallenberg is the grader operator for this gang, Nick Fresco is the bingo addict and Jim Higgins was busy at the time the photo was taken trying to convince the world at large that the black eye he had came from a scuffle with a roll of snow fence. He was having very little success at the time of our visit even though it was the truth.

Hunterdon County is beautiful at this season of the year with its rolling green hills, trim, fertile farms, and tidy villages. And not the least of its charms are its well-kept highways and roadsides, a tribute to the men who maintain them.

Administration Division

Arthur Egan

A pretty and unusual wedding was held in Pearsonville Memorial Methodist Church when two daughters of **Mr. and Mrs. Cyrus Card** were married. Miss Barbara Card became the bride of Lt. John Wouter, a naval air pilot, while Miss Janet Card was married to William Blauth, machinist mate first grade. Both Navy men are home on short furloughs after participating in the Iwo Jima campaign. Congratulations and best wishes to the deck of Cards.

Sincere sympathy is extended to **Mr. and Mrs. Marvin L. Howell** on the death of Mrs. Howell's father, Mr. Willis C. Wall, of White Water, Wisconsin. Mr. Wall died while visiting his daughter in West Trenton.

Elgin Mayer donated his sixteenth pint of blood to the Red Cross Bank on a recent visit. We believe that "Lem" is the first member of the Highway Department to reach the two gallon mark. Another high spot in Elgin's life was the recent marriage of his son, Robert Mayer, A. A. M. 2/c, to Navy Wave Marietta F. Bramble. The wedding was held in the Naval Base Chapel, Norfolk, Va. Following the reception and brief honeymoon, the newly-weds are more working for Uncle Sam. Good luck, Sailors,

Two other Administration employees, **Mary Cunningham** and

John Gulch, recently joined the Gallon Club by donating their eighth pint of blood. The Administration Division now boasts of seven such members. A fine record, indeed.

Captain Welling Howell, son of **Mr. and Mrs. M. L. Howell**, has returned to this country after two years service in the South Pacific. Following a furlough with his family, Captain Howell reports back to the Army for reassignment.

CHATTER: Seaman Otto Petersen returned from a tour of duty in the South Pacific. Otto was in on much of the fireworks out there and has some vivid memories . . . **Harold Palmer** is elated over the prospects of his son getting home for a brief furlough following his finishing boot training . . . Congratulations to **Cpl. and Mrs. Frank LaComchiek**. It's a baby girl . . . Charley Kuhn, Jr., is ill at a hospital in England. This is his second visit to the hospital from the front lines. He was wounded in the invasion of Normandy . . . **John Moore's** son, James, who won the County American Legion Oratorical Contest, finished fourth in the state-wide contest. Good work, Jim . . . **Harold Rice** has received an award for completing over two thousand hours of faithful service with the Coast Guard Auxiliary . . . Glad to see **Frank Pollock** back on the job again and looking well . . . **Sgt. Charles A. Hurley, Jr.**, is on the move again from his base in India. His new destination is not known at present . . . **Frank Matzer** was recently picked on the Trenton Bowling Team of the week. While rolling with the Administration Division Team, Frank rolled a 265 game and finished high for the week.

EQUIPMENT ITEMS

JAMES O'Rourke

In a recent letter to **Russ Cook**, his son states that you have to travel to meet people. Enclosed was a photograph of himself and a group of his shipmates gathered around Admiral Gorman of the U. S. Navy and the King of Norway. The photograph was taken on Washington's birthday at the Golden Square Red Cross in London.



REYNOLDS BRACHELLI

Word has been received from **Staff Sergeant Joe Murray**, formerly of the Fernwood shops, that he will soon leave Italy, where he has been stationed since the initial invasion, for a 30-day furlough, after which he expects to transfer his operations to the South Pacific area.

Captain Al Baytel is now on the West Coast with his outfit, contemplating a trip to the Pacific area of operations. He sends his latest address as: Squadron B-1, APO 19243-B, c/o P.M. Seattle, Wash.

Machinist Mate, 2nd Class, Reynolds Brachelli is shown in his uniform as a member of the Ships Company stationed at Davisville, R. I., where he has been for the past year serving approximately 15 months in the Alaskan theatre of operations. He recently enjoyed a leave of one week, at which time he visited his former coworkers at Fernwood.

Clark Reed has returned to work after spending an enjoyable vacation in Florida.

Tim Brennan had a son as well as a son-in-law with the Marines on Iwo Jima. In a recent newspaper photo Tim identified the latter, whom he knew to be wounded, leaving a hospital ship under his own power. Everyone is now hoping that good news comes soon from son Jim.

Frank Hutchinson, Chauffeur for Supervisor Stanley, has been notified that his son, Pfc. Peter B. Hutchinson, with the 17th Airborne Division of the U. S. 3rd Army, has

Your M. C. presents—

THE LADIES...

Bless Them

Many Highway gals have left the Department in recent months, each and every one for a good cause, but what better cause than that of **Leah Jaekels** whose leaving was celebrated with dinner at the Brookside, Tuesday, April 3rd. We're more than happy for Leah and have our fingers crossed for "Little Boy Blue." The girls who attended Leah's farewell dinner were Margaret Anderson, Marion O'Hara, Pauline Wieland, Ruth Moran, Stae Kanyuh, Miriam Devlin, and Alice Carrell.

Anne Spector has left the Department to be with her husband who is at present stationed at Camp Crowder, Missouri. Her leave serves a two-fold purpose inasmuch as Anne is under doctor's order to take a long rest.

In the February issue, your "M. C." extended to **Grace Reed** congratulations on her engagement to Major William King. We have now been informed that Grace "forgot" about the prince and married the "King." That she is leaving the State permanently prompts a "we hate to see you go," but also the infinitely more joyful sentiment "live happily ever after."

It's nice to have old employees come back to visit and we hope that all of them do as did **Lucille Pisiek Jingoli**, who worked for Compensation and Claims under Charles Levine. Lucille just recently returned from Almargordo, Texas, where her husband, a 1st Lieutenant in the Air Corps, is stationed. Her old friends in the Department were delighted to see Lucille and her three year old daughter, Rosemary.

"Get well" wishes are ours for **Sylvia Lefkowitz** who underwent an operation recently. Make it a speedy recovery, Sylvia, and come back soon!

Among the missing is **Ruth Barbour**, and because she really is being missed, we hope that month's leave will soon be up.

Madeline "Madge" Keirnan has become well learned on Chinese customs since her brother's return from overseas. Many months in the Chinese Theatre of Operations, together with equally as many experiences, make his tales interesting as well as informative.

Also enjoying a furlough at home has been **Betty Meskill**'s brother who is stationed with the Air Corps in Texas.

We are happy to welcome to the Department, and to the Lab in particular, **Mrs. Gladys M. Carlson**, who was formerly with the Inheritance Tax Department. Their loss . . . our gain!

Greetings, however belated, to **LaRaine Birch** and **Betty Leve** on their birthdays which were celebrated with dinner parties attended by their co-workers at 148 West Street.

"Hello!"

Credit Union Facts

The Highway Credit Union wishes to acquaint its members with the following facts:

1. That the amount anyone of its members may borrow, at this time, is approximately \$300.00; and that this amount will increase automatically, as assets increase, since the allowable borrowing limit, as fixed by law, is 5% of share liabilities.

2. That the rate of interest on all sums borrowed in excess of \$100.00 has been fixed by the Board of Directors at one-half of 1% per month but only for the amount in excess of \$100.00. The interest rate for the first \$100.00 still remains at 1% per month.

been wounded and is at a base hospital somewhere in France. Hutch's second son, Frank, Jr., a Pfc. in an Infantry Replacement Unit, is now on the high seas bound for the battlefields of Europe.

New Efficiency Rating System Becomes Effective July 1st

Construction Division Key Men Meet to Discuss New Method of Employee Evaluation

A new efficiency rating system which has been in preparation for the last year or more will be formally put into operation on July 1st, according to Mr. Eugene V. Connell, Administration Assistant in charge of personnel. This announcement was made at a meeting of twenty-five key men of the Construction Division, including the Bridge and Survey and Plans offices, held in the board room of the State House Annex on Thursday, April 5th, for the purpose of discussing the new system. Similar meetings will be held with members of other divisions from time to time.

According to Mr. Connell, the improved marking system embodies the best features of many successful systems now in operation, and is the result of a comprehensive study of the many factors to be considered in arriving at an equitable appraisal of each employee.

The basis of the new system is a series of questions which are answered by the marker as he feels they apply to the employee being rated. For example, under the heading of Quantify of Usable Work, the following questions are asked:

1. Is the amount so small as to be unsatisfactory?
2. Does this employee do only enough to avoid criticism?
3. Does this employee do all assignments in good time?
4. Is the amount of this employee's work enough so as to make him outstanding?

Comprehensive Evaluation

In marking an employee, each question is to be considered as a hurdle, which the employee must surmount and when any descriptive term is considered too high a hurdle which the employee must check the preceding one. This gives the employee a rating on Quantity and Usable Work comparable with what he is actually doing over a period of time.

In addition to the above category, employees will be marked on Quality of Service, Capacity for (Intelligent) Service — Adaptability, Judgment, Dependability, Personal Relations and Potential Value to the Service.

The first marks for each rating period will be given to each employee by his immediate superior, a second and separate marking by the next superior and a final marking by a reviewer who cannot give a mark higher or lower than the marks already given. No marking shall be done by anyone not familiar with the employee's work.

The markings given each employee will then be subjected to a weighting procedure that progresses geometrically from the lowest rating classification to the highest with the greatest weight being placed upon excellence. This will result in penalizing the poorer employees and placing a premium upon those who are outstanding.

Subject to Revision

Mr. Connell made it plain that this new system of employee rating should not be considered to be in its final form. It would, he said, be revised in the future where experience dictated the necessity of making certain changes. It was his desire, however, that the first markings, which will be made in July, should be based upon the present form.

It was further disclosed that the Civil Service Commission has given little or no consideration to the marks received under the old marking system which has been used by the Highway Department for a period of over 20 years. Dr. Carpenter, President of the Commission, has, however, signified that should the new system prove satisfactory, an employee's rating as shown thereon would play a part in determining final marks on any promotion examination.

It was the general opinion of those present that the new system offers many advantages over the more simplified old method of marking and will produce a more comprehensive evaluation of all employees.

Among those present at the meeting of the Construction Division Engineers were: C. F. Bedwell, Acting State Highway Engineer; Morris Goodkind, Bridge Engineer; H. W. Giffin, Engineer of Survey and Plans; Harry D. Robbins, Division Construction Engineer; Cyril Wimpenny, L. C. Petersen, Fred C. Claus, Fred L. Gerard, Neil Mac Dougall, E. J.

Sgt. Chas. Gilbert Wins Bronze Star

Sgt. Charles L. Gilbert, son of Mrs. Bessie Gilbert, of Burlington and nephew of Dave Rodman, who before his induction into the army in February, 1942, was employed in the Maintenance Division in Supervisor Lanzara's Institutional Road forces, has been awarded the Bronze Star Medal for "meritorious achievement and service" in France, Belgium, Holland and Germany with the 120th Infantry Regiment, 30th Infantry Division of the 1st Army.

Sgt. Gilbert was a member of the famed 2nd Battalion of the 120th or "Old Hickory" Division of the 1st Army whose engagement



CHARLES L. GILBERT

with the Wehrmacht at Arranches, France, early in the European campaign will go down in history as one of the most bitterly fought engagements of the war. It was the kind of a scrap best described when we say "The bayonet was an overworked weapon."

The citation received by Sgt. Gilbert reads in part "... His efficiency and devotion to duty have been an inspiring example to his associates and have been contributing factors in the combat achievements of his organization."

Since receiving the award, Charlie, or "Rene" as he is better known, has been promoted to the rank of Staff Sgt. In a recent letter he said he was sending home a Nazi flag and also a German officer's revolver. We'll be expecting Uncle Dave to have them on exhibition some time soon. His present address is Staff Sgt. C. L. Gilbert, 32240895, Hds. 120th Infantry, APO 30, c/o Postmaster, New York City.

QUOTATION FOR APRIL

Dave Pettigrew of the Upper Montclair office furnishes the following quotation:

A kiss of sun for pardon,
The song of the birds for mirth,
One is nearer God's heart in the
garden,
Than anywhere else on earth.
—Anon.

Osborne, W. W. Voorhees, T. E. Olsen, Harry Marvin, Samuel Bullock, Thomas Stephan, Lawrence McCormack, John Evans, Leland Buzby, Howard Rigby, F. W. Tooker, Otto Fritzsche, J. E. Kersey, William VanBremen, M. H. Boss and E. J. Davison.

A STREAMLINED BEAUTY



In 1919 this T-model Ford was the latest thing in State Highway automotive equipment. Notice the oil burning lights and drop-section windshield and the old 30x3½ tires? On nice days the blimp-like tops of these old jalopies could be lowered and thus raised the speed of these old timers to as high as 40 M. P. H. although there were always those who claimed more.

The young fellow seated on the left with his cap reversed is Howard Rigby, who now supervises the Upper Montclair office of Survey and Plans during the absence of Lieut. Col. William Braybrooke. Next to Howard is Charles Matthews of the same office. Charlie is now in charge of the right-of-way plans. The seal on the car is the work of a local sign painter and was rather unique in those days since they were laboriously hand painted.

Maintenance Notes

GENE BECKNER

The early warm weather has enabled the Maintenance Division to get an early start on its annual surface treatment program. Ken Craft, Supervisor of Materials, has scheduled the first applications for Supervisor John W. Kelly's Southern District. The first unit was placed in operation on Route 44 near Bridgeport on April 16th on Foreman Wilmer Duncan's section, and the second unit at Millville on Route 47 for Foreman Louis Dilks. Supervisor Earl Storer has assigned Raymond Drake to inspection duties on the Bridgeport work and Fred Baker to Millville.

Herman Schutts, member of Paul Haney's maintenance crew up around Clinton, who was injured in an auto accident while cinderering an icy hill on Route 30 on January 2nd, has recovered and returned to work April 2nd. Russell Bigelow, who was injured in the same accident is still incapacitated. Fred Porter, another member of this same crew, is now ill at home under a doctor's care.

Our sincerest sympathy is extended to Isaiah Youmans, an employee in the crew of Foreman Ed. Koch, whose wife, Minerva, died Saturday, March 17th.

Cpl. Horace Carl writes from Camp Crowder, Mo., to inform us that he arrived safely in camp after motoring from Trenton where he was recently on furlough. Jim Dowling, Ken Craft and Charlie Kearney mapped out his route for him and he says it was an excellent job. His observations in regard to the large size of route markers used in some of the States he crossed was interesting. He reports that such markers at important junctions would sometimes run as large as 4'x5' in size.

Gerry Cahill says that on a recent trip to New York he stopped at one of the better known eateries for lunch and asked for the \$2.00 dinner and the waiter inquired, "Yes, how do you like it, sir—on white or rye?"

Harry Hill, of the Ten Year Club Membership Committee, reports having received an application from Sgt. James Brothers in Germany. To Harry's knowledge, this marks the first application for membership in the Club from a foreign soil. We are pleased at the interest Sgt. Brothers has shown.

The divot diggers are off to an early start this season. Russ Gelb is reporting the Yardley layout in excellent shape, but he hasn't come up with anything under 90 yet. Another source tells us that the only part of a golfer's game which doesn't suffer over the winter lay-off is his language, which reminds us of the story told about Supreme

Highway Bowlers Open Tournament For Championship

Enter Mercer County Handicap Competition

The Highway Bowling League has been given the unique distinction of opening the 1945 tournament of the Mercer County Bowling Association on April 28th. The eight teams which have represented the various divisions of the Highway Department in their own league for the past two years will vie with keglers of other leagues to determine the championship combination of this vicinity. In keeping with the honor of opening this tournament, which will be held at the Slocum Bowl-O-Drome on Pennington Road, the first night will be known and publicized as Highway Night. The first ball will crash into the pins at 8 P. M.

Race Near End

The participation of the Highway bowlers in the Mercer County Tournament is a tribute to the untiring efforts of Peter Tuozzolo of Projects Division, who has served as president of the Highway League during the past season. It will be interesting to see such old timers as Tim Brennan, Porky Stevens and Art Cadell, to say nothing of our younger bowlers, as they match their skill against the best competitors in this vicinity.

The second half championship of the Highway League is rapidly drawing to a close. As was the case a year ago, Equipment and Administration are battling for first position as the race enters its final stages with the former team holding a two game edge. The other six teams, representing the Fernwood Guards, Machine Shop, Fernwood Office, Maintenance Painters, Electrical Division and Equipment Inspection, are closely bunched behind the leaders.

As an indication of the calibre of games Highwaymen may produce in the forthcoming tournament, Frank Matzer recently came up with a 265 score for a high single game league record.

PROJECTS PARAGRAPHS

E. L. MEYER

Jesse Brainin, our Projects Engineer for Salem and Gloucester Counties has been confined to his home in Franklinville with an attack of quinsy. We're glad to hear that he's practically recovered from it.

Bernadetta Johnson has kept the office force amused and interested with the numerous trophies and souvenirs sent to her from the battle zones in Europe. They have varied from a large Nazi flag to beautiful rosaries and even a regulation size pair of Dutch wooden shoes. The latest arrival is a small painting of a Holland landscape including a cut-out snapshot of her boy friend standing on the wooded bank of a canal. The idea is really clever and quite unique.

There has been little news lately from our men in service. About the only new item is that of Lt. Ed. Scott, formerly secretary to Mr. Harris, who was last heard from in India where he was traveling about the country by himself.

Dick Glasgow recently purchased a summer cottage at Parkertown, just north of Tuckerton. He was fortunate in finding one well furnished with an electric refrigerator, pots and pans and all sorts of things that are difficult to find these days. Some of the boys have been threatening to go down there for a housewarming and to help a little with his fishing.

Johnny Houman is using his evening hours and spare time to help out the manpower shortage—he is now driving a taxi and enjoying it.

Pete Tuozzolo has been lending his able assistance to our auditors, John Rhuland and Frank Hullfish, but now that spring is here, he's looking forward to getting out on the road again, and we don't blame him a bit.

Frank E. Harris was recently appointed to the position of Reorderer for Lawrence Twp. in Mercer County. We wish him luck in his new endeavor.